

UPHELD IN MALTING CO. CASE.

APPELLATE DIVISION FINDS FOR MOORE & SCHLEY.

Stockholders' Suit to Make the Brokers Part of the "Secret Profits" Fails. No Evidence of Bad Faith in the Organization. Majority Ruling Says.

The Appellate Division of the Supreme Court sustained yesterday the demurrer entered by Moore & Schley, brokers, to the action brought against the firm by Archibald A. Hutchison and other stockholders of the American Malt Company. The action was brought by the firm after it had become a plaintiff, though primarily a defendant.

The demurrer was overruled by Justice O'Gorman, but his decision is reversed by Justices Van Brunt, Ingraham and Patterson, each of whom writes a separate opinion. Justice Hatch writes a very lengthy dissenting opinion in which Justice Laughlin concurs.

The action was brought to compel Moore & Schley and its individual members to account to the Malt Company for 5,000 shares of preferred and 77,400 shares of the common stock of the Malt Company, which they received when organizing and underwriting the company, "and any other stock or moneys retained by them as a profit."

It was alleged in the complaint that Moore & Schley had, before the incorporation of the Malt Company, procured the option on about twenty-five malted plants in the name of Casper H. Hicks, one of their employees. Then the public was invited to subscribe for stock and Hicks agreed to convey the stock to Moore & Schley, who were to furnish a working capital of \$2,000,000. In return the Malt Company agreed to issue to his order \$12,500,000 in preferred and \$13,740,000 in common stock.

Meanwhile Moore & Schley had raised \$2,000,000 by selling stock, and the working capital was paid to the corporation out of this sum. There remained in the hands of the Guaranty Trust Company the 5,000 preferred and 77,400 common shares. It was alleged that this stock should have been delivered to the Malt Company, but instead was delivered to Moore & Schley.

Presiding Justice Van Brunt, in sustaining the demurrer, says that he fails to find that any fraud was committed upon the subscribers, and that Moore & Schley made no secret of their interest in the properties which were to be acquired by the company.

The vital issue turned, according to the decisions, upon the letter or contract in which various persons, mainly members of Moore & Schley, placed with the Malt Company to purchase a certain number of shares in the corporation, not then organized, and Moore & Schley on their part agreed to deliver these shares to the signers of the letter when the stock should be issued.

Justice Van Brunt, Ingraham and Patterson all hold that the American Malt Company was a bona fide corporation, and that Moore & Schley had no concern in its formation and no objection to it having come forward to object to it, the Malt Company certainly cannot do so.

BUSINESS TROUBLES.

Cooperative Butter and Egg Concern Broke—Dressmaker's Sole Assets.

The Consumers' Butter and Egg Company, of 82 West 42nd street, made an assignment yesterday to Hugh A. Williams, a broker, and Herman H. Haas, secretary. The company was incorporated two years ago with \$150,000 capital, to buy in large quantities and distribute produce among its subscribers. The plan was to get bakers, grocers and retail butter and egg dealers to take stock and get the benefit of low prices. The company was at 306 Greenwich street, but a fire drove it to 82 West 42nd street. Williams was president up to two weeks ago, when Mr. Haas became president. A meeting of creditors was held last Wednesday to see what could be saved out of the assets. The liabilities were reported to be about \$15,000. The assets consisted mainly of outstanding accounts, and it was said that the debtors were slow to pay. Hence the assignment. Mr. Haas, the president, resigned two weeks ago and started in business for himself around the corner.

A petition in bankruptcy has been filed against the English-Green Company, commission dealers in yarns, cloth and cotton at 48 Leonard street, by creditors for \$130,000. It is a New York corporation, incorporated last December with a capital stock of \$100,000.

Katherine C. Dimock, dressmaker, of 101 West 42nd street, has filed a petition in bankruptcy with liabilities of \$185 and assets consisting of twenty-five shares of stock of the Commercial Development Company, value unknown.

GRAND TRUNK'S NEW LINE.

President Hays, Back From London, Explains the Government Agreement.

President Charles M. Hays of the Grand Trunk Railway Company, Canada, returned yesterday from London, where he attended the annual meeting of the stockholders, which approved the proposed transcontinental line to connect Montreal, N. B., with the Pacific at Portland Inlet in the neighborhood of Port Simon. "All that remains now," said President Hays, "is to obtain the confirmation by the Canadian Parliament of the supplemental agreement which the Canadian Government has entered into with us. Last fall Parliament approved the original agreement and its sanction of the supplementary agreement was considered a certainty."

The agreement with the Canadian Government is that the Government shall build the eastern division of the proposed route from Montreal to Port Simon, N. B., and Winnipeg, leaving this line to the Grand Trunk Pacific Railway Company for fifty years, the first seven years of which will be without cost, the next three at a rental comprising the net profit of receipts over working expenses. For the remaining forty years the road is to pay the same rental as formerly. In the early trading there was a good deal of profit taking, but by noon that feeling appeared to have given its place to a more realistic attitude. Prices eased off a bit after 1 o'clock, but the best floor critics were predicting another turn against the short interest in the last hour, when at 2 o'clock the Sully failure was announced.

EXPORT MERCHANTS FAIL.

Muntwyler & Dubler's Liabilities \$70,000—Assets Are in Doubt.

Herman and Max Dubler, who did business as Muntwyler & Dubler, exporters and importers of hardware at 65 Cotton Exchange Building, filed a petition in bankruptcy yesterday with liabilities of \$70,000 and nominal assets of \$67,252. In the assets outstanding accounts are figured at \$47,471. Among the creditors are Muller, Schall & Co., \$2,800, partly secured; John Munroe & Co., \$1,112; A. Elkant, \$2,500; S. Berg & Co. of Brussels, \$1,222; the Bank of Berlin, \$1,802; and several persons in Switzerland.

One of the firm drawn on customers in South Africa, New South Wales and New Zealand for goods sold, have been discredited with bankers in this city to the amount of \$55,710. The holders of these are unknown.

The firm exported heavy hardware and other articles to Australia, South Africa and China, and had agencies at Cape Town and Johannesburg.

FINANCIAL NOTES.

Forecasts of the weekly bank statement that appeared in Wall Street yesterday, as during the week, indicated a moderate cash gain by the banks. The principal estimate of this gain was \$2,500,000, \$2,743,900 and \$2,363,000.

GOSSIP OF WALL STREET.

A canvass of Wall Street sentiment after the close of business yesterday disclosed the fact that very few leaders of speculative opinion had changed their positions on the stock market as a result of the Sully failure. The most general impression seemed to be that the stock market would be benefited in the long run by the collapse of the cotton manipulation. There was no news of any consequence bearing upon the stock.

The present selling of Steel preferred by two houses of Western affiliation has been referred to by brokers as "good selling." Darr, Luks & Moore and Shearson & Hamill are the houses mentioned. Darr, Luks & Moore are said to have been selling steadily on a scale up for some time past.

BUYS THE RARITAN ROAD.

Public Service Co. Planning a Continuous Trolley Road to Point Pleasant.

The Public Service Corporation of New Jersey has purchased the Raritan Traction Company, with a trackage of 5.7 miles in and about Perth Amboy, and a connection with one of the branches of the Middlesex and Somerset street, which was secured earlier in the week.

The road runs from Woodbridge Creek through Perth Amboy to Metuchen, and a branch is to be built this spring from there to New Brunswick. The Raritan Traction Company was controlled by Lewisohn Brothers and C. J. Wittenberg. The capital stock of the company is \$1,000,000.

The Public Service Corporation has control of a road running from Westfield through Rahway, Woodbridge and Seaboard to a point below Boynton Beach on Staten Island Sound, but it does not cross Woodbridge Creek into Perth Amboy. It could easily be made a short route to the latter place, but for the opposition of the authorities of Woodbridge township. They will not consent to join with the Raritan Traction Company. The company makes a branch to Carteret. The gap has been covered off by passengers for several years, sometimes in mud ruts deep. The road, between the two roads is about 1,600 feet.

When this gap is filled and the bridge between Perth Amboy and South Amboy is complete, there will be a continuous trolley line from Jersey City to Point Pleasant, through Rock Bank, Long Branch and Asbury Park. The Atlantic Coast road now extends to Belmar, and is being built to Sea Girt and Point Pleasant.

KIRBY COMPANY'S TROUBLE.

No Cash to Continue Operations, and Men Strike—Receivership Made Permanent.

NEW ORLEANS, La., March 18.—The receivership of the Kirby interests at New Orleans has been made permanent. An application for further delay, and a continuance of the temporary receivership was denied. Neither of the companies has any cash on hand with which to continue operations.

The strike of the workmen in the Kirby mills, who have not been paid in five months, is spreading. It is expected that the trouble will result in the organization of labor, and that the various strikes in the movement which the mill owners have been trying to head off for a number of years.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises... 6:08 Sun sets... 6:10 Moon sets... 8:40 High water... 1:10 Low water... 5:10

ARRIVED—FRIEDAY, MARCH 18.

St. Paul, Mar. 18, 1894. St. Paul, Mar. 18, 1894. St. Paul, Mar. 18, 1894.

DEPARTED—SATURDAY, MARCH 19.

St. Paul, Mar. 19, 1894. St. Paul, Mar. 19, 1894. St. Paul, Mar. 19, 1894.

ARRIVED—SATURDAY, MARCH 19.

St. Paul, Mar. 19, 1894. St. Paul, Mar. 19, 1894. St. Paul, Mar. 19, 1894.

DEPARTED—SUNDAY, MARCH 20.

St. Paul, Mar. 20, 1894. St. Paul, Mar. 20, 1894. St. Paul, Mar. 20, 1894.

ARRIVED—MONDAY, MARCH 21.

St. Paul, Mar. 21, 1894. St. Paul, Mar. 21, 1894. St. Paul, Mar. 21, 1894.

DEPARTED—TUESDAY, MARCH 22.

St. Paul, Mar. 22, 1894. St. Paul, Mar. 22, 1894. St. Paul, Mar. 22, 1894.

ARRIVED—WEDNESDAY, MARCH 23.

St. Paul, Mar. 23, 1894. St. Paul, Mar. 23, 1894. St. Paul, Mar. 23, 1894.

DEPARTED—THURSDAY, MARCH 24.

St. Paul, Mar. 24, 1894. St. Paul, Mar. 24, 1894. St. Paul, Mar. 24, 1894.

ARRIVED—FRIDAY, MARCH 25.

St. Paul, Mar. 25, 1894. St. Paul, Mar. 25, 1894. St. Paul, Mar. 25, 1894.

DEPARTED—SATURDAY, MARCH 26.

St. Paul, Mar. 26, 1894. St. Paul, Mar. 26, 1894. St. Paul, Mar. 26, 1894.

ARRIVED—SUNDAY, MARCH 27.

St. Paul, Mar. 27, 1894. St. Paul, Mar. 27, 1894. St. Paul, Mar. 27, 1894.

DEPARTED—MONDAY, MARCH 28.

St. Paul, Mar. 28, 1894. St. Paul, Mar. 28, 1894. St. Paul, Mar. 28, 1894.

ARRIVED—TUESDAY, MARCH 29.

St. Paul, Mar. 29, 1894. St. Paul, Mar. 29, 1894. St. Paul, Mar. 29, 1894.

DEPARTED—WEDNESDAY, MARCH 30.

St. Paul, Mar. 30, 1894. St. Paul, Mar. 30, 1894. St. Paul, Mar. 30, 1894.

ARRIVED—THURSDAY, APRIL 1.

St. Paul, Apr. 1, 1894. St. Paul, Apr. 1, 1894. St. Paul, Apr. 1, 1894.

DEPARTED—FRIDAY, APRIL 2.

St. Paul, Apr. 2, 1894. St. Paul, Apr. 2, 1894. St. Paul, Apr. 2, 1894.

ARRIVED—SATURDAY, APRIL 3.

St. Paul, Apr. 3, 1894. St. Paul, Apr. 3, 1894. St. Paul, Apr. 3, 1894.

DEPARTED—SUNDAY, APRIL 4.

St. Paul, Apr. 4, 1894. St. Paul, Apr. 4, 1894. St. Paul, Apr. 4, 1894.

ARRIVED—MONDAY, APRIL 5.

St. Paul, Apr. 5, 1894. St. Paul, Apr. 5, 1894. St. Paul, Apr. 5, 1894.

DEPARTED—TUESDAY, APRIL 6.

St. Paul, Apr. 6, 1894. St. Paul, Apr. 6, 1894. St. Paul, Apr. 6, 1894.

ARRIVED—WEDNESDAY, APRIL 7.

St. Paul, Apr. 7, 1894. St. Paul, Apr. 7, 1894. St. Paul, Apr. 7, 1894.

DEPARTED—THURSDAY, APRIL 8.

St. Paul, Apr. 8, 1894. St. Paul, Apr. 8, 1894. St. Paul, Apr. 8, 1894.

ARRIVED—FRIDAY, APRIL 9.

St. Paul, Apr. 9, 1894. St. Paul, Apr. 9, 1894. St. Paul, Apr. 9, 1894.

DEPARTED—SATURDAY, APRIL 10.

St. Paul, Apr. 10, 1894. St. Paul, Apr. 10, 1894. St. Paul, Apr. 10, 1894.

ARRIVED—SUNDAY, APRIL 11.

St. Paul, Apr. 11, 1894. St. Paul, Apr. 11, 1894. St. Paul, Apr. 11, 1894.

DEPARTED—MONDAY, APRIL 12.

St. Paul, Apr. 12, 1894. St. Paul, Apr. 12, 1894. St. Paul, Apr. 12, 1894.

ARRIVED—TUESDAY, APRIL 13.

St. Paul, Apr. 13, 1894. St. Paul, Apr. 13, 1894. St. Paul, Apr. 13, 1894.

THE SUN, SATURDAY, MARCH 19, 1904.

PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION. FIRST DEPT. APPEAL. The matter of the petition of the Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1893, as amended, the Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION. FIRST DEPT. APPEAL. The matter of the petition of the Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1893, as amended, the Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought to be constructed and operated; Westchester Avenue Station.

The Board of Rapid Transit Railroad Commissioners of the City of New York, for the appointment of three Commissioners to determine whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by said board, ought